## INDIAN LOBBY PLOTS.

THE CHOCTAW NET PROJEEDS CLAIM. A PLAN FOR SECURING THE PAYMENT OF TWO MIL LIONS ON CLAIMS WHICH HAVE BEEN RECEIPTED IN FULL-MOST OF THE MONEY TO GO TO THE LOBBY AGENTS-THE CLAIM SOLD BY THE INDI-ANS FOR TWENTY-FIVE CENTS ON A DOLLAR-DANGER OF THE PASSAGE OF THE CLAIM THIS WEEK.

PROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. WASHINGTON, Jan. 31.-The action of the House upon the Indian Appropriation bill when it was under consideration a few days ago was a puzzle to some of the oldest members. The Committee on Indian Affairs offered an amendment appropriating \$2,981,247 30 for the payment of the old Choctaw Net Proceeds claim, and carried a majority of the House in favor of it. But when it had been ingrafted on the bill, the bill was defeated. As the only known objection to the bill was the Choctaw claim, it was difficult to understand why, after it had been amended, it should be weaker than the amendment itself. The probable explanation is that some of the Democrats who are opposed to President Grant's Indian policy desired to record their protest against it by voting against all Indian Appropriation bills, while they believed that the Choctaw claim was a just one and ought to be paid. They therefore voted for the amendment and then voted against the bill, not on account of opposition to any particular provision in it, but as a matter of policy.

The opposition to the Choctaw claim which was made in the House the other day was based, not on the character of the claim itself, but upon the alleged fact that if it were paid the Indians would not get the money. A large and powerful lobby has been in Washington for years urging its payment, and it is believed that this lobby will receive the larger part of the money, if it is ever allowed. To meet the objections of those who opposed the claim when it was last before the House, an amendment had been agreed to, providing that the money shall be paid directly to the Indians themselves, and with this amendment Mr. Hale of Maine and those who assisted him in his fight against the claim when it was last before the House are said to be satisfied, so that it is generally understood that when the Indian bill comes up again this week the Chectaw claim will be allowed.

The strongest arguments against this enormous claim are not those which depend upon the probable destination of the money, should it be paid, nor upon the present depleted condition of the treasury. The fact is, the claim itself is fraudulent, and its payment would simply be a direct robbery of the treasury. The only just or valid claim which the Choctaws ever had under the treaty of 1830 was settled long ago, and a receipt in full was given for it, the United States at that time paying a much larger sum than any fair construction of the treaty and of the facts made the Government liable for. ORIGIN OF THE CHOCTAW CLAIM.

The dishonest character of this claim was conclusively proved in a letter written by the late Solicitor of the Treasury, Mr. Banfield, to Secretary Boutwell on Nov. 14, 1872, in which he gives an exhaustive history of it. By the treaty of 1783, says Mr. Baufield in the letter referred to, there was allotted to the Choctaw Nation "to hunt and live in tands within the United States bounded substantially, &c. (naming the limits of the old Choctaw country in Mississippi). The Indians held no title to the lands, and admit in the treaty that they were simply to hold them as an allotment of huntinggrounds. Subsequent treaties were made with the same tr we in 1801, 1803, 1805, 1816, 1830 and 1830, the result of them all being that the Choctaws finally ceded their country to the United States. Up to 1830 the consideration for the several cessions was money. In that year a new policy was adopted-that of removing beyond the Mississippi River those of the tribe who desired to live by hunting, and to civilize those who remained. By the treaty of 1820, therefore, the Choctaws were given about 15,000,000 acres between the Arkansas and Red Rivers, upon which they were to live, while those who remained were to have reservations a mile square, including improvements out of the land, east of the Mississippi, ceded to the United States, and could become citizens of the United States. Besides this, 54 square miles of the reded country were set apart for a fund to educate Choctaw children, and \$6 000 a year for 16 years was

given to remove some existing discontent. But the Indians who remained did not break up their tribal relations, and many of them still wandered about and led a savage life. As a result, it was impossible to make citizens of the greater part of them, and laws passed by the State of Mississippi condered the treaty of 1820 necessary. based on the same iden as that of 1820, although it was not expected that many of the Indians would remain, the Chectaws at first fixing the number of families in their proposition as likely to do so at 150. which was afterward raised to 200. This is a very important point, since the present claim arises almost entirely from the treatment of those who refused to go west of Arkansas. The number of those who might remain was not limited in the treaty, but there is ample proof that neither party supposed it would exceed 200 families. By the treaty of 1830, the lands which the Indians received in the West were to be held by them in the same manner as they had held those in Mississippi; their right was simply that of occupancy. But by the treaty of 1830 these same lands, 15,000,000 acres, were given them in fee simple as long as their tribal relations existed, and the United States agreed that no part of the lands should ever be embraced in any State or Territory. This was very important, as it gave the Indians security against all future disturbances or removals, and they have to this day remained in the enjoyment of the ichts given them by that treaty.

THE ORIGINAL REGISTRATION A FAIR ONE. The 14th article of the treaty is the one which at present is the most important. This was put in for the benefit of those Choctaws-heads of families only-who desired to remain, and the number of whom the Choctaws themselves never supposed would exceed 200. It provided that each head of a family taking advantage of it must signify to the agent of the United States his intention of doing so within six mouths from the ratification of the treaty, Feb. 24, 1831, and that by so doing he would secure a reservation for himself. In point of fact, the Choctaws were not afforded opportunity to give the required notice until three months after the ratification of the treaty, so that when Col. Ward, who was appointed to register them, arrived, only three months remained. During this time only 59 heads of families made claim. afterward made a second register of names and gave a certificate to eight other applicants, making just 100 in all. Now upon the sole ground that Col. Ward unfairly rejected Indians who were entitled to register, has sprung up this claim which the House of Representatives now proposes to pay. But Col. Ward afterward testified several times under oath that he rejected no Indian who appeared in person, although he did refuse to register names where a number were brought to him by a single Indian. That Ward's registration was a fair one is also probable on other grounds. In September, 1831, Major Armstrong made a very careful census of the Choctaws. He found the number before the treaty to have been 19,554, of whom 15,000 emigrated, leaving 4,554, or about 650 families. An order was given to sell the ceded lands in Mis

sissippi in October, 1883, and G. W. Martin, who was to make the sale, was directed to reserve the lands held by the Indians on Ward's list. But he, mistaking his instructions, allowed further registrations up to the very day of the sale, and even opened an office in each land district where he also received registrations. The whole number on his lists in addition to those found by Ward, was 520, and the amount of land they were entitled to as stated in a message of the President to Congress in February. was 615,686 acres. Memorials were also Congress at the same time sent to charging that a great number of these regisfraudulent. This message trations were was referred to the Indian Committee of the Senate, of which John Bell was Chairman, and he reported or in the bay, from Rio.

that the great number of these claims had caused general surprise, and created a strong suspicion that they could not be well founded. The Committee thought that about 573 might be the correct number, but reported a bill providing for a commission simply to ascertain how many of the Indians had offered to comply with the 14th article of the treaty. This bill was passed, and 1,300 new claims were registered by the Commission appointed in accordance with its provisions. The rapid growth of this claim is wonderful. The only legal registration ever made contained 100 names; the first illegal one 520 more; and the next, some years afterward, 1.349 more.

EDWARD EVERETT'S REPORT. The report of this Commission was referred to the Indian Committee of the Senate, and Edward Everett made a report upon it on Feb. 22, 1839. He showed conclusively that at least 1,000 names of the last registration must have been fraudulent, because the known number of Indians who remained east of the Mississippi was not great enough to furnish so many heads of families, and he recommended that 300 be allowed and that 400,000 acres be given in full payment of all the claims. Congress never took any action on Mr. Everett's report, but, in 1842, appointed still another Commission. The proceedings before this Commission were of a most disgraceful character, as is shown by the protests of Claiborne, one of its members. The most fraudulent claims were admitted, and Claiborne was challenged by the attorneys of the Choctaws for exposing and opposing them. The report of this Commission shows that they rendered judgment in 850 cases, and they say that "all the Choctaw claims under the 14th article of the treaty have been finally determined." The number of claims allowed by both Commissions and passed by the Department, in addition to those registered by Ward, was 1,155. To settle these claims the United States gave \$34,101 acres of land and in lieu of reservations scrip amounting to \$1,399,920. Half the scrip was delivered to the Indians themselves, and the other half retained by the United States and interest paid upon it, the scrip being reckoned at \$1 25 an acre, or, in the aggregate, \$877,900.

Interest on the sum was paid until 1853, and then the principal was paid, the amount due at that time being \$872,000, and this sum was accepted as a full and final release of all claims under the 14th article of the treaty by the tribal authorities of the Choctaws, and the paper giving this release to the United States is now on file in the Second Auditor's office, where it may be seen by any member of Congress who has the curiosity to inquire for it.

RENEWAL OF THE CLAIM. But the Choctaws were not slow in renewing their claim, though the Government never for a moment assented to it. Finally, in 1855 a new treaty was made in which the United States agreed that the following questions should be submitted to the Senate:

(1) Whether the Choctaws are entitled to or shall be allowed the proceeds of the sale of the lands ceded by them to the United States by the treaty of Sept. 27, 1830, deducting therefrom the costs of their survey and sale and all just and proper expenditures and payments under the provisions thereof; and if so, what price per acre shall be allowed to the Choctaws for the lands remaining unsold, in order that a final settlement with them may be promptly effected; or

(2) Whether the Choctaws shall be allowed a gross sum in further and full satisfaction of all their claims, na tional and individual, against the United States, and if so how much.

The Choctaws presented their case, and the claims on which they principally relied in support of their demand to the net proceeds were those arising under the 14th article of the Treaty of 1830, which, as I have just shown, were fully settled in 1852. The Indian Committee reported in favor of awarding them the net proceeds, and say in their report that the most considerable item presented by the Choctaws as a basis for their claim had its origin in the 14th article of the Treaty of 1830, &c. Following the recommendations of this Committee, and with out any explanation of the matter that enabled the Senate to understand what it was doing, that body, on the assurance of Mr. Sebastian that when the account was stated it would be between \$800,000 and \$1,000,000, on March 9, 1859, awarded such a sum as the Interior Department should find the net proceeds of the lands amounted to, and it is this sum of nearly \$3,000,000 that the House now pur-

THE WHOLE CASE IN A NUT-SHELL. To sum the matter up, then, this net proceeds claim arose out of an article of the treaty of 1830, which the Choctaws themselves did not suppose would affect more than 200 families, and of which only 100 amounting to 334,101 acres, under the original treaty. and, under the acts of 1837 and 1842, there was given in addition to 1,155 heads of families scrip in lieu of reservations, amounting to 1,399,920 acres, and finally one-half of this serlp was redeemed at par, the remainder having been sold by the Indians or located, and paid for in cash (\$872,000), the constituted authorities of the nation giving to the United States 'a final release of all claims of such parties under the 14th article of the treaty." And now the House of Representatives proposes to pay to these Indians \$2,000,000 more on account of these very same claims. After this is done, what will prevent the Indians from renewing their claim for a few additional millions? They receipted in full for them once; can they do any more after this proposed payment is made !

The award of the Senate covered claims arising under other articles of the same treaty, and the amendment to the Indian bill proposes to pay those also. They amount in the aggregate to about \$900,000. making the total amount \$3,981,247 30. It can be easily shown that these claims are as fraudulent as the one I have considered, and if any member of the House doubts the truth of this assertion, I refer him to the letter of Solictor Banfield to which I have before referred.

Of course the principal reason why this amendment ought to be defeated is that it is fraudulent, and that its passage would simply be robbery of the Treasury. There are other reasons, however, that ought to be considered by Congress. The fact that lobby agents will get large fees from it has already been mentioned. I am further informed that nearly the entire claim has been sold for about 25 cents on a dollar, and that if it be paid none of it will go to the Indians, but that the money will be divided up among the men who have advanced on it at such ruinous rates to the Indians.

This is one of the most dishonest jobs that have been before the present Congress, and every man who, after having the facts in regard to it brought to his attention, advocates it or votes for it, should be marked by his constituents and held responsible by the people as a plunderer of the public Treasury.

# MUNICIPAL NOTES.

A committee of the Westchester Board of Supervisors called vesterday on the Mayor and consuited with him relative to the unsettled accounts resulting from the annexation of the Twenty-third and Twenty-fourth Wards. Another delegation was a committee of Germans, who presented their views on municipal government. The Mayor promised to take the suggestions into consideration.

The members of the Board of Aldermen met last evening at the residence of President Lewis, and informally cussed municipal matters. The meeting was rather of a social than a business character. The Committee of a social than a business character. The committee on Raitroads will report to the Board of Aldermen to-day against the use of T rails by certain of the city railroads, and will recommend that grooved rails be used instead, on the ground that such a change will, render street travel safer and easier.

THE TRACK LAID THROUGH THE HOOSAC TUNNEL.

NORTH ADAMS, Mass., Feb. 3.-The track through the Hoosac Tunnel was connected this afternoon. It has yet to be blocked up and leveled before a train can be run. The first train-a construction trainmay possibly be sent through this week. There was no

BALTIMORE'S COFFEE TRADE.

BALTIMORE, Md., Feb. 3 .- Six cargoes of coffee, aggregating 28,000 bags, were entered at the

RAPID TRANSIT PROMPTINGS

ENGINEERING DECISION ON RAPID TRANSIT PLANS. MEETING OF THE SOCIETY OF CIVIL ENGINEERS TO DISCUSS RAPID TRANSIT-REPORT OF THE COM-MATTEE.

The regular meeting of the American Society of Civil Engineers was held yesterday afternoon at their rooms, at No. 63 William-st., and after the regular routine business, the report of the Committee on Rapid Transit was read. As expected, it was a very voluminous document, giving many data that had been collected regarding the working of rapid transit lines wherever attempted. The many plans proposed for this city were taken up, one by one, their probable cost, as well as returns given, and in this manner the question of feasibility directly set forth. The undertheir ground railways were looked upon as out of the question, the Committee estimating their cost upon the routes named at from \$2,000,000 to \$3,000,000 per mile, requiring an outlay upon which there could not possibly be adequate returns, at any rate for years to come. The depressed roads were also unfavorably reported upon. These it was considered would require the acquirement of too much property, and great loss in case of failure. It was the argument of the supporters of depressed railways that the bonds issued would be covered by the property acquired, but the report stated that it could not be so demonstrated. In both instances too much time must elapse before there could be any return upon the investments, and accordingly could not receive the support of capitalists. Without advocating their establishment, the Committee favored the plan of elevated roads, and by tables demonstrated the fact that they could be built with such economy of outlay as to warrant a very fair return on the cost, and at the same time in such a manner as to meet all the wants of rapid transit. Elevated roads, in the opinion of the Committee, offer the only solution to the problem of rapid transit. The members of the Committe were unanimous in their report.

As the document was read, from time to time it called out very animated discussion, many of the members favoring some one or other of the schemes adversely reported upon. At the conclusion of its reading a number of resolutions were offered in regard to the report. One was to the effect that it be received by the ociety, but not be made public, as it might convey the impression that the Society wished to meddle in local affairs, in which they had no right. Another resolution was that it should be table for further consideration. on the Finally a resolution was adopted accepting the report and discharging the Committee, and further providing that the report should be published as a paper of the Society, but not as one conveying its unanimous opinion. With this understanding it will pass into the hands of the Printing Committee, and it is said that within a week or ten days proofs will be issued to the press. The Society adjourned about 7 p. m., after a session of six hours.

SUGGESTIONS AT THE CITY HALL AND ELSEWHERE.

PROJECTS AND ARGUMENTS BEFORE THE COMMIT-THE OF THE BOARD OF ALDERMEN-ADDRESSES BY S. E. CHURCH AND THE HON. JOHN B. HASRIN-THE MOVEMENT AMONG THE BUSINESS

Messrs. Purroy (Chairman), Shandley, Bilings, Howland, and Cole, constituting the Special Aldermanic Committee to investigate and report upon the question of rapid transit, met yesterday afterno in the Aldermen's Chamber, for the purpose of listening to any gentlemen who had views to advance or informa tion to give on this topic. Among the more conspicuous persons in the audience, which soon filled the room, were the Hon. John B. Haskin, S. E. Church-both of whom spoke—and Tax Commissioner John Wheeler.

The first person who addressed the Committee was S.

E. Church, who said that he had no time then to set forth fully what he had to present to this Committee, but would do that hereafter; because he had been quested by those with whom he was acting, to ask that pefore any final action was taken a further hearing might be given to other gentlemen not here to-day to present their views. He said there was no question before any community on which there was so unanimous an opinion as there is in this city in favor of a rapid transit road. The City Treasury has lost more than \$100,000,000 during the years since 1860, when it was first proposed to build a rapid transit road, and it refused to take measures. If, in 1860, some \$10,000,000, say, had been invested by the eny in a rapid transit road, it would have saved this year \$23,000,000 in taxes and revenues to the city. Mr. Church then explained the provisions of Senator Moore's bill now before the Legislature, and the constitutional amendments which affect this question as bearing on special legislation, showing why Senator Moore's bill would probably fail, because of its running counter to the amendments. He spoke in favor of a road being built by the city, and expressed the belief that private capital would never do it. There was too strong an opposition in the street-car corporations for any private company to overcome. This was the reason that none families ever legally took advantage. To settle it, of the proposed roads-the Gilbert, and the Underreservations were given to 143 heads of families, ground, &c -were built, though it; was well known large revenues. But, in his opinion, none of these roads would ever be built. The city must take the matter in hand. For \$6,000,000 rapid transit road could be built, with a double track, from the Battery to Harlem River. The amount was comparatively small. It might be said that there would be corruption if the road was built by the city, but he cited the result of the Croton Aqueduct scheme to show at least the possibility of the reverse being the case. This was denounced as swindle when proposed, and \$6,000 scribed in this city to be sent to Albany to defeat the bill for the opening of the Erie Canal. He expressed himself in conclusion as very much in favor of helping the Greenwich Elevated Road, which was succeeding

> wanted. It was too far from the center of the city, and was only a local accommodation. E. G. Smith, an inventor residing in the Twenty-third Ward, produced a plan of a pneumatic road, either underground or elevated, which he said would run 45 miles an hour, and carry passengers to Harlem for four cents

fairly, though it was a failure as to being what the city

After a moment's silence, the Hon. John B. Haskin called the attention of the Committee, and made a speech of 20 minutes showing with great force and nergy-it being the main point of his remarks-the opposition which the Board of Aldermen would inevitably encounter from the city railway companies. He

I have come here from the Twenty-fourth Ward to make some practical observations for the settlement of this question. First, I desire to congratulate you upon being presented here to the citizens of New York as a this question. First, I desire to congratulate you upon being presented here to the citizens of New-York as a committee of the local legislature, convened by a communication of its chief executive officer, to pass a judy ment nereafter on the report you shall submit upon the most important subject affecting the interests of our city that has ever been presented to the city for its consideration. I have resided in this city all my life, and remember the introduction of the Croton water, and while I acknowledge this was one of the greatest advantages which could have been given to us, yet I say that the consideration of this subject of communication between the north and south ends of New-York is more important for the purpose of liquidating the enormous debt of this city—now over \$150,000,000—and of providing residences for the poor and the middle classes, than any subject ever presented to the Common Council. I remember the Charter of 1857, by which the Board of Councilmen was created. I remember before that we had a convention here to form a city charter, in which I took a deep interest and in which I advocated the election of heads of departments those powers which were conferred upon them—to which they were entitled; and among those powers is this treated of by Mr. Church, giving them the power to construct a rapid transit railway.

I want to say here, at the threshold of the discussion by this Committee, that you are to report, which can only be overthrown by that strong arm of public opinion which throws corrupt men out of office, and opus good men in their places. This opposition will be

only be overthrown by that strong arm of painon opinion which throws corrupt men out of office, and puts good men in their places. This opposition will be frightful, because it is an opposition which has had the people of this city and the people of this State by the throat for years, and kept them subjects and not severeigns—I mean the combined railroad monopolies that own your streets and your State, and have your Legislature to grind axes for them, not for the people. [Applianse.]

Here the speaker read from the report of the State Engineer on Railroads for 1872 in reference to this com-bination of city railroads here, "wbich," he said, "hitheato has kept New-York from having rapid transit, and vill hereafter, unless the united force of public opinion through you, representing the city, and through the State Legislature, shall obtain it for us." This report gave the capital stock and earnings of the roads for 1872. Having shown the immense revenue accruing from these railroads, Mr. Haskin continued;

from these railroads, Mr. Haskin continued:

Last Winter I had occasion to be before the Legislalature in relation to a bill for cheap transit on the Harlem Road. I look over the list of the Committee of the
Assembly, whose Speaker was my oid friend, the "Baid
Eagle of Westhester," and I found it was headed by a
man named Lincoin, and the Senate Committee by Senator Seikreg. Those Committees were owned—I assert
it beidly—by the railroad interest of this State, and I
declare to-day that the Committee of the Senate, known

as the "Railroad Committee," is in the interest of Vanderbilt and Thurlow Weed, who has recently been elected one of the trustess or directors of the Third Avenue Railroad as well as the Bleecker Street Road, whom I see by a statement in the paper owns 136 shares of the Third Avenue Road, and those are worth at least \$300 a share, making \$409,030 interest in the road, to say nothing of other roads. These two mee, Vanderbilt and Thurlow Weed, control the machinery at Albany, own the Railroad Committee, and you will get no rapid transit here, destroying the amount of their earnings unless it be by that resistless nublic opinion which every now and then, as it did last Fall, sweeps over the country and cleans out a putrid mass, which ought to drop into obliviou. [Applause.]

In conclusion, Mr. Haskin said he was in layor of two elevated roads on the cast and west sides. He believed it perfectly practicable to build two, with a double track road for each 16 feet wide, it high, running in those avenues which are wide.

J. C. Deyo of the Twenty-second Ward offered a plan for a road directly over the sidewalk, with two tracks, which he claimed would not only be an ornament to the city, but would becaft property-owners and would offere then adolers for the staturday as if favor of a road built by the Common Council.

The Committee then adoptined until Saturday as 1 p. m., when they will hear any who desire to speak.

PROGRESS OF THE BUSINESS MOVEMENT FOR RAPID TRANSIT.

There will be a meeting to-day at noon, at the office of the Drake Brothers, No. 66 Eroadway, of the Committee on Rapid Transit named at the meeting of the Chamber of Commerce on Monday, and final arrangements will be made for a vigorous prosecution of the work in hand. The subscription papers, of which the following is a copy, will be circulated to-day :

The paper of which the following is a copy is issued in pursuance of a resolution passed at a meeting held at the rooms of the Chamber of Commerce, Feb. 1, 1875, of which B. L. Ackerman was Chairman, and C. K. Rossevelt, Secretary, and is returnable to C. K. Rossevelt, No. 21 Wallace.

If Wall-st.

The undersigned hereby agree, to contribute the sums set opportunity of a final to be invested as a contribute the sums set opportunity of a final to be invested as a contribute and the contribute are contributed as a contribute and the contribute The undersigned hereby agree to contribute the sums set opposite their respective names toward the creation of a final to be invested in the capital stock of a railway to be constructed from the southerly and of Manhattan Island to such points northerly as may be determined upon, for the purpose of transporting passengers and freight; the said final to be invested in the capital of such company, and apon such conditions as may be agreed upon by two-thirds of the subscribers provide, that the said two-times shall represent more than 50 per cent of the whole sum subscriber; and further provided, that subscriptions for a sum not less than \$5,000,000 shall be obtained; if being a condition of the subscribers provided that the said to contain the contains for interests, dividing a condition of the subscribing that no claims for interests, dividing a condition of the subscribing that no claims for interests, dividingly, or other reaim not result of the first no claims for interests dividends, or other re-numeration shall be made by the subscribers, until the terms agreed upon for further capital shall be compiled with Periods as when the mounts subscribed shall be payable and all further details to be the

smonals subscribed shall be payable and all further details to be the subject of future scilion.

Dated New York, Feb. 1, 1875.

The usual meeting of the Chamber of Commerce is to be held to-day, and very probably the subject may come up for discussion before that bedy, as many of the mombers are interested in the movement.

## FINANCIAL INTERESTS.

AGITATION IN THE GOLD MARKET. VARIOUS THEORIES TO ACCOUNT FOR THE RISE IN GOLD-INFLUENCE OF FINANCIAL CHANGES IN ENGLAND AND FRANCE-VIEWS OF PROMINENT

The Gold Exchange presented a scene of excitement vesterday which has not been observable for a considerable time within its dingy precincts. Gold opened at 1142, advanced to 1151, went back to 1142, and closed at 115. The cause of this sudden advance was attributed to the continued heavy loss of bullion by the Bank of England and heavy exports of gold from this country There has been a steady decrease in the bullion of the Bank of Eng'and for several days past, and yesterday it was announced that £580,000 had been withdrawn. Outgoing steamers have taken large quantities of gold which, it has been thought, might find its way into the Bank of England, and perhaps change the flow of bullion, or at all events supply that which had been withdrawn. The latest advices, however, do not indicate that this result was accomplished. All sorts of theories are affoat as to the cause of the disturbance in nonetary circles. One story was to the effect that the City of Paris was about to negotiate a loan of 250,000,00 francs, and for the purpose of placing the loan with advantage, a bear movement had been begun on the Loudon market for the purpose of driving gold to Paris, and, by making money easy in the latter city, to aid in securing subscriptions to the loan. This story, however,

may be taken with many grains of allowance. A prominent banker yesterday attributed the advance mainly to the operations of the Syndicate in placing the new United States bonds. The Government is calling the old Five Twenty bonds from the other side. The European nations are not freely taking the new Fives offered, the United States are exporting very little, and the result is that the called bonds must be paid for in This accounts for the outflow of specie from here and the advance to the rate. banker concluded his remarks with this proposition: "If the action of the Syndicate in placing \$30,000,000 of the new Fives causes gold to advance from 100; to 115;, what will be the price of gold when the remaining \$107,000,000 of bonds are placed within the balance of the year." Behind all these theories one fact is tolerably certain, and that is, that the bulls in gold have taken advantage of natural and unnatgral causes to begin a vigorous upward movement, the full power and effect of which is as yet unknown.

Joseph Seligman of the firm of J. & W. Seligman, at No. 21 Broad-st., said the immediate cause of the sudden rise in the price of gold was probably due to the with-drawal of large amounts from the Bank of England. It was generally understood that about 1,600,000 pounds sterling had been withdrawn during the past three days. His firm had not received any advices from Lonthe subject but it was rumored on the street that the gold had been drawn by the Bank of Berlin. Others supposed the drafts to have originated in Paris, and the money to have been sent to the Bank of France. There did not seem to be any positive knowledge on the subject. There were also other reasons which may subject. Here were also sin gold. A million have affected transactions in gold. A million dollars gold had been sent to Havana within a few days. It was also known that the amendments to the tariff, increasing the duties on certain articles, would be in force in two or three days, and merchants interested would be obliged to buy heavily to meet their payments at the Custom-house. heavily to meet their payments at the Custom-noise.

As an individual opinion, he believed the movement originated with the buils in gold, and the values were merely speculative and fletitions. There was no real or substantial basis for an increase in the price of gold, but in the present state of the finances temporary advantage would be taken, and these sharp operations must be expected.

A prominent city banker said that these disturbances expected in the present finances water are the contracted in the present finances.

A prominent city banker said that these disturbances of the present financial system, or rather want of financial system in the management of the affairs of this country. The recent acts of Congress affairs of this country, financial legislature, but affairs of this country. The recent acts of Congress were not, properly speaking, financial legislation, but political compromises and make-shifts. The promise to resume specie payments at any fixed time could not be kept, unless the necessary conditions were supplied. There must be a sound financial basis on which to work. The great laws of trade and finance which are recognized in every country as the foundation of credit, and which are governed by fixed principles will regulate and/control the market in spite of Congressional and partisan enactments. Our Secretaries of the Treasury have not accepted these established facts, and therefore have failed to rive stoadiness to our fluances. Mr. Bristow, the present Secretary of the Treasury, had not been long in office, and it was doubtful if he grasped the financial situation firmly and understood the proper remedy. It was known that he was not satisfied that Congress would indoes or sustain any policy at variance with partisan feelings. While our present system controls.

remedy. It was known that he was not satisfied that Congress would indorse or sustain any policy at variance with partisan feelings. While our present system continued these disturbances would necessarily occur, and were merely temporary in their character.

Wotherspoon & Co., at No. 45 Exchange-place, stated that the money articles in Thus Transuns gave a correct idea of the financial situation, and as to the withdrawal of gold from the Bank of England, it was reported in certain bankers' offices that the gold had never gone out of London. The present excitement had its origin in the endeavor of a buil clique in London to increase the rate of interest by a concerted run on the Bank of England for gold. The Government should adopt a financial policy that would attract gold to this country preparatory to specie payments, and there would be no fear of shipments of gold to steady the London market.

Mr. Fisk of Fisk & Hatch, said that the demand for Government bonds, at advancing prices, their scarcity Mr. Fisk of Fisk & Hatch, said that the demand for Government bonds, at advancing prices, their scarcity in this market, and the large importations from Europe necessary to supply the demand for home investment, had been important features in the financial transactions of the past month. The savings banks, insurance companies, and National Banks were large and steady buyers, while estates, trustees, and capitalists were putting away large amounts for permanent investment, and the people generally were disposed, to a large extent, to make their investments in the same direction. The dealings for the month had been very large, their own transactions reaching nearly \$15,000,000. He did not therefore see any necessity for appronension. The sudden rise in gold would probably be severe on the "shorts;" otherwise he believed that the rise would be a good thing for the country. The importing of bonds and the exporting of gold would be porting of bonds and the exporting of gold would be enecked, while the exports of grain, cotton, and other produce would be freer and more extensive, and the net receipts abroad would increase with the advance in

#### CORPORATION AND EXCHANGE CHANGES. The officers of the Pacific Mail Steamship

Company say that they are about to sell a portion of their San Francisco real estate, but prefer not to give the details. On the street it is reported that the saie will net \$400,000, and that the Company propose to lease the property sold at the rate of ton per cent on the net proceeds. This statement, however, is denied by the officers of the Company.

Wilson G. Hunt has resigned the Presidency of the Illinois Central Railroad Company, suggesting to the Board that the office should be filled by a resident of Illinois. The Board adopted a resolution acceding to his request, and thanking him for the benefit the Company request, and thanking him for the benefit the Company had derived from his services in the direction for many years. John M. Douglas of Chicago, was chosen to the presidency, from which he withdraw a few years since on account of ill health. He has been identified with the Company for nearly twenty years.

The voting on the amendments to the new rules of the Stock Exchange, governing the rates of commission to be charged by brokers will end to-day. Five bundred and fifty-five members have voted against them. It needs only 198 more votes to be east before to-night to

defeat them. The petition published two days age has already received over four hundred votes. This petition is in favor of \(^1\_1\) and 1-22 as the rates.

The Cotton Exchange is amending its by-laws as the exigencies of business demand from time to time. The following is the latest amendment: Article XXV. Section 4, to read: Stained cotton, not below Strict Good Ordinary, may be delivered on contract, and when so delivered shall be settled for according to the rates of the New-York Cotton Exchange at the time of delivery. A meeting of manufacturers and representatives of manufacturing corporations was held at the Board of Trade Contral Committee rooms yeaterday. Dr. Gwynn, President of the American Metalline Company, was elected chairman on motion of Mr. Coloman of the Lubricating Oil Company. Sundry matters of interest to the meeting were discussed without result.

BROADWAY WIDENING ASSESSMENTS.

THE EFFECT OF THE DECISION IN THE CASE OF

JOHN JACOB ASTOR. The recent decision of the General Term of the Superior Court, composed of Judges Monell and Curtis, reverses the judgment entered against the city by Judge Freedman, in favor of John Jacob Astor, in the matter of the alleged illegal assessments upon his property for widening and straightening Broadway between Thirty fourth and Fifty-ninth-sts. The assessment therefore remains as a lieu on the property, and is a cloud upon the title.

The original authority for widening Broadway tween the streets named was passed in May, 1869, and on Nov. 22 of that year, Charles G. Cornell, James S. Hennessey, and Thomas Murphy were appointed Commissioners of Estimate and Assessment. Mr. Murphy served until Oct, 25, 1879, when he resigned. The Commissioners made their report late in the year, and it was confirmed Dec. 28. 1870. In the beginning of the year 1871, James Watson, the County Auditor, who was known to have had charge of many important interests connected with the awards for damages, and the assessments for benefits, on the line of the proposed improve ment, was fatally injured, and soon after died. There were many remonstrances against the proceedings and action of the Commissioners, and an act was passed by the Legislature, Feb. 27, 1871, under which the report confirmed in December was set aside, and John Q. Jones, James S. Hennessey, and William Wood were subsequently appointed Commissioners to make a new 

 
 Awards.
 64.118 05

 Collector of Assessments, fees.
 64.118 05

 Taxed costs of Commissioners, 1870.
 185.632 40

 Taxed costs new Commissioners
 87,830 91
 Total. \$4,369,305 52
The amount was assessed as follows: 2,584,633 00
On property-owners. 2,584,632 00
On the sity. 1,804,632 53 ...\$4,369,306 52

the suit of Mr. Astor, in the hope that he will succeed in having the assessment on his property vacated and canceled on the record. The decision would affect all of the uncollected assessments for the improvement, and possibly those already paid. It is not yet known whether Mr. Astor will take the case to the Court of Appeals, and in any event many months must clapse before the final decision will be given.

### AN INUNDATED CITY.

IMPASSABLE STREETS, PLOODED CELLARS, AND IM-PEDED TRAFFIC-A FERRY-BOAT COLLISION.

A driving rain-storm from the east and a rise in the temperature introduced the city yesterday to the worst features of a Winter thaw. Most of the streets, especially in the lower part of the city, were in a deplorble condition, and, to heavily laden teams, were frequently impassable. The snow and ice, which have been accumulating for weeks, became dissolved, and the water flooded the streets and overflowed the sidewalks The members of the Police Force yesterday morning informed all persons that they must clear the gutters in front of their premises. In many cases the order was disregarded, and it was not until the water began to pour into their cellars, as was the case in Cliff, Frankfort, Pearl, Spruce, and other streets, and in the region of the "swamp," that efforts were made to make a passage-way for the water. Broadway was an exception to the general rule of obstructed streets, and the pavement, cleanly washed, afforded a safe footing.

The effect of the storm was very noticeable on she river front, as the east wind caused a remarkably high tide. Cellars along the line of South, Front, and West sts, were flooded with tide-water and the melted snow from the streets, and considerable damage was done Most of the merchants on those streets had taken the precaution to remove any perishable property from their cellars, and the loss was less than would otherwise have been the case. A fog bung over the city and the rivers during the morning, and the ferry-boats were compelled to sound their fogusly and proceed with great caution The Staten Island ferry-boat Westfield left her slip The Staten Island ferry-boat Westfield left her slip about 8 a. m., but as the fog suddenly became very dense the boat was stopped, and she was about to return to her slip when she was struck in the starboard bow by the iron steamer Vindicator of Lorrillard's line, which suddenly loomed up out of the mist. The latter was evidently proceeding at full speed for the force of the collision carried away the Westfield's stanchions, and crushed through the guards and a portion of the ladies' cabin. Great consternation prevailed among the passengers, who were fortunately few in numbers and not in that part of the boat which was injured. Had the accident occurred later, or had the ferry-boat been under headway, loss of life must have occurred, but now no one received any life must have occurred, but now no one received a injury and the hull was not injured. After the collist the fog lifted, and the Westfield continued her trip to Island and afterwards made another trip to New York the non-she was hid up at Staten Island for reparting the damage is estimated at about \$2,000.

# THE DEPARTMENT OF PARKS.

STATEMENT OF ITS FINANCIAL CONDITION.

The Commissioners of Public Parks held a meeting yesterday, at which a report was submitted in answer to the resolutions of Alderman Billings, recently passed in the Board of Alderman, calling for an account of money appropriated and disbursed by the Commissioners since June 1, 1873. The balances to different ac counts inside the department on that day were, to the maintenance and government of parks and places, \$239,015; to the maintenance and governof Museum, Observatory and Gallery of Art. \$15.690; to the maintenance and government o Harlem River Bridges, \$13,444, and to celebration of Independence Day, \$10,000. The appropriations in 1874 made by the Board of Apportionment for the City Hall Park, repairs to the sea wall of the battery, and for the maintenance and government of the various parks, places, and bridges under the jurisdiction of the Depart ment, amounted to \$595,500, an additional sum of \$5,000 being added in September for the maintenance of the Harlem River bridges. In January, 1875, there were \$42,751 on hand, accredited to the various works under the charge of the Commissioners, and the Board of Estimate and Apportionment appropriated in that The Legislature in 1053 appropriated \$959,893, and in 1874. \$590,989, which are placed as balances to the account of the American and Metropolitan Museums. The City Parks Improvement Funds in 1873 showed a balance of \$2,274. Appropriations were also made by the Legislature in 1873 of \$1,000,000, and in 1874 of \$250,000, of which the balance-sheet in January, 1875, shows \$169,306 re maining, with Habilities against this amount of \$102,764. The salaries paid to the Commissioners in 1873 was \$5,500 to Commissioners Stebbins and Waies, and \$4,000 to Commissioner Williamson, as Treasurer of the Board, which he voluntarily waived. None of the Commissioners now receive pay except the President. A list of salaries of employés, surveyors, secretaries, superintendent, gardeners, etc., is given, ranging from \$6,00 a year to \$2.50 a day. A list of foremen, mechanics, etc., is included, with salaries ranging from \$6,00 a year to \$2.50 a day. A list of foremen, mechanics, etc., is included, with salaries ranging from \$6.00 a year to \$2.50 a day. Thirty-four horses are owned and used by the Department, but they are kept in stables belonging to the city at a cost of \$3,912. Twenty-seven contracts have been entered into during the time which the resolution covers, chiefly for mason, and granite, and from work, and large amounts, in many instances, yet remain due on these. The amount of money received from various sources during the time referred to was \$41,856, from the pound receipts, grass, sheep heenses, rents, and labor. Mr. Ryan, the restaurant contractor, pays \$13,488.

The Commissioners further report that no employé of the Department has been interested in any contract or lease for which the city had to pay the cost, Mr. Ryan having resigned his office as Superintendent of Central Park on Jan. 31, no money has been converted to any other purpose thus the one for which it was approprimaining, with liabilities against this amount of \$102,764.

Park on Jan. 31, no money has been converted to any other purpose then the one for which it was appropri-ated.

ATRIVAL OF THE SOUTHERN PACIFIC RAILROAD. SAN FRANCISCO, Feb. 3 .- The line of the os Angeles and Independence Railroad has been located to a point 26 miles from this city by a route saving four miles over the route of the Southern , Pacific Railroad. A considerable amount of the stock has been subscribed in Los Augeles.

## RAILWAY RELATIONS.

THE REPRESENTATIVES OF THE ASSOCI-ATED LINES OF THE COUNTRY IN

SUSPENDED-THE RELATIONS OF PACIFIC LINES.

A meeting of the representatives of the

CONSULTATION. THE CHAPING OF THE WESTERN ROADS UNDER THE RULE OF COMMISSIONERS-THE POWER OF THE WESTERN BOARD TO DETERMINE PREIGHT RATES

> Western railroads with the Commissioners resident in the West who have had the control of the rates on eastsound freight was held yesterday at the St. Nicholas Hotel. Officers of the trunk lines and members of the Eastern Board of Commissioners were also present. Among those who took part were Gen. J. D. Cox of the Toledo, Wabash and Western Railroad, who presided at the meeting; Gen. B. Wright of Columbus, Warren Colburn of Toledo, John S. Newberry of Detroit, Isaac H. Sturgeon of St. Louis, E. R. Wads-worth of Chicago, and L. N. Andrews of Indianapolis, the six Western Railway Commissioners; Col. Thomas A. Scott, President of the Pennsylvania Central Railroad ; A. J. Cassatt, Thirds Vice-President of the Pennsylvania Railroad; Hugh J. Jewett, President of the Erio Rallway Company; W. H. Vanderblit, Vice President of the New-York Central Rankay; Amasa Stone, jr., President of the Michigan Southern Railroad; W. R. McKeen, President of the Alton and Terre Haute Railroad: J. Huriburt, President of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad ; J. N. McCullough, President of the Pitlsburgh, Fort Wayne and Chicago Raliroad; D. W. Caldwell, President of the Pittsburgh, Cincinnatt and St. Louis Rallway; Judge Jewett and Gov. Dennison, two of the three Eastern Commissioners, and J. P. Green of the Pennsylvania Central Railroad, who acted as the secretary of the After the meeting had boen formally organized, a

> large number of papers were read showing that none of the Western railroads had made any money during the past six months in forwarding freight from the West to the East, and complaining that the present rates, and the competition that had lately arisen in consequence of the opposition of several lines to the rigid rules of the Commissioners, were likely to cause the ruin of the carrying interest, unless some change should be made. The reading of the papers occupied over two hours, and ex cited considerable discussion, in which Amasa Stone, jr., Hugh J. Jewett, Col. Scott, W. H. Vanderbiit, J. N. Mo-Cullough, and others took part. The Western representatives complained that the system of the Commissionerships was detrimental to the railroad interests, especially with regard to freight, and while they had no personal objection to the Commissioners themselves, it was found that as the Commissioners could not central those lines which were not in, or had broken away from, the compact, they had endeavored to exercise a rixid and ruinous ruling over those which had remained firm to the acreement, and the result was that these companies lost business. The outside lines had been carrying freight at lower rates than that set down by the Commissioners, and when the combined companies, under the direction of the Commissioners, had agreed to lower the rates to compete with their opponents, the latter had reduced their rates still lower until the carrying of grain to the East was attended with a loss instead of a profit. The rates had been reduced by the Commissioners to 31 cents per 100 pounds, and every railroad man knew that freight could not be hauled from Chicago to New-York for any such amount. The representatives of the Eastern roads took the part of the Commissioners, and urged upon the Western representatives to keep firm to the agreement as far as rates were concerned. This excited the further opposition of the Western men, and there was every prospect that the meeting would end in total disruption, when Col. Thos. A. Scott offered the fol-

> Resolved, That the powers of the Bureau of Commit Resolved, That the powers of the Bureau of Commis-sioners for the Western railways be suspended, so far as they relate to freight business, until otherwise agreed by the managers of those lines, and that the general freight agents meet immediately to establish rates on all east-bound freight business; but that the Bureau of Western Commissioners continue their organization and their control of the passenger business.

> This resolution, when first offered, excited a great amount of opposition, and some of the Western representatives contended that railroads should be at liberty to settle their own business without being hampered and controlled by the rigid rules of Commissioners; but the Eastern representatives asserted that it was necessary that there should be some means of settling difficulties when any arose between companies, and it would be better that the Commissioners should be retained. There need be no trouble with regard to passenger rates, and it was believed that the recommendations of the Commissioners on that subject would be listened to. After

> some further discussion the resolution was adopted. The question of the west-bound freights was alluded to, but as Col. Benjamin Blanchard, one of the Eastern Commissioners, was absent from the city, and the Commissoners had held no formal meeting, no report could be presented, and the matter was laid over, it being understood that the Eastern Commissioners would hold a meeting so soon as the whole of them should be able to

> Upon inquiry it was ascertained that only two of the general freight agents of the Western railroads were in the city, and that it was impossible to hold a meeting are It was therefore agreed that a meeting of the general freight agents should be called in one of the Western cities at an early day, when it was expected that some definite agreement would be arrived at relative to freights. It was stated by those interested in the question that the general freight agents formerly transacted the business of the various roads in a very satisfactory manner, and while doing so the companies earned a larger amount of money than they had carned since the Commissioners had been appointed. The agents in Chicago would meet and fix the rates from that point, and those in Cincinnati would do the same, each city being the best judge as to the business requirements of that special locality. It was believed that it would be possible to have the rates for grain from Chicago fixed at an early day at 40 cents, and give more satisfaction to shippers than at the present reduced price of

321 cents. The meeting was finally adjourned to await a call from the Chair, and some of the Western representatives told a TRIBUNE reporter that although all had not been accomplished that could have been wished, the railroads had gained something in being allowed to

manage their own freight business. THE PACIFIC RAILROAD ENTERPRISES.

The officials of the Central Pacific Rulroad Company complain of the injustice of the charge that they are seeking to control the railroads of California, more especially of the California division of the Texas and Pacific Railroad. They state that their Company is en-

pecially of the California division of the Texas and Pacific Railroad. They state that their Company is entirely disconnected from any of the new Pacific Railroad enterprises. The Southern Pacific Railroad, which is a California enterprise, is controlled by California capitalists, a number of whom are also interested in the Central Pacific Railroad. These gentlemen in their individual capacity appeared before the Senate Committee on Railroads and struced the matter on behalf of the Southern Pacific Railroad.

Gen. Colton, one of those referred to, simply asked that an amendment be made to what is known as the Texas Pacific bill, represented by Col. Scott, allowing the present Southern Pacific road, which extends from San Francisco to Fort Yuma, a distance of some 72 miles, to receive, under the bill of Col. Scott, the advantages of that bill from the southern point of their road on the Colorado River, which is at Fort Yuma. The Southern Pacific road, or that portion which is known as the Los Angeles branch, connecting San Francisco with Fort Yuma on the Colorado, received its land grant under the same organic law that gave to the Texas Pacific froad its land grant. From Fort Yuma the Texas Pacific road runs in almost a due wost line to San Pacific road runs in almost a due wost line to San Pacific road runs in almost a due wost line to San Pacific road runs in almost a due wost line to San Pacific road, but after having built nearly one half of the Southern Pacific Railroad Company is not asking for a subsidy, nor is it attempting to impede any fair legislation asked for by Col. Scott on behalf of the Southern Pacific Railroad Company is not asking for a subsidy, nor is it attempting to impede any fair legislation asked for by Col. Scott on behalf of the Southern Pacific road, but after having built nearly one half of the Southern Pacific road, on the Colorado, the Railroad Company to build from its present southern terminus to Spadra eastward to Fort Yuma and from them has been dealed to the Southern Pacific R Gorgonio, as it would virtually hold the Southern Pacific at that point until the Texas and Pacific could be built, as sant before, for nearly 1,605 miles. This amendment is objected to by Col. Scott, and it was for the purpose of bringing this matter before the Committee that this amendment was proposed.

A SUPPOSED TRADES UNION ASSASSINATION.

TROY, N. Y, Feb. 3 .- Felix Patternonde, a Frenchman employed in Griswold's Bessemer steel works, while going to his work at 5 o'clock this morning, was shot and fatally wounded by two assassins. The murder is supposed to be a consequence of the labor troubles here, though Patternoude had not taken the place of a striker.

\_ RESOLUTION OF CENSURE IN THE PENNSYL-

VANIA LEGISLATURE. HARRISBURG, Feb. 3.-The resolution offered yesterday in the House consuring Representative Wolf of Union County for contempt passed to-day by a vote of 94 to 84.